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Joe McInnes  
TRANSPORTATION DIRECTOR

September 17, 2010

The Honorable D'Wayne May  
Choctaw County Judge of Probate  
117 South Mulberry/Suite 9  
Butler, Alabama 36904

**Subject: Annual Inspection Report**  
**Butler-Choctaw County Municipal Airport**

Dear Judge May:

An inspection of the Butler-Choctaw County Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

Once the deficiencies noted have been corrected, the airport will be re-inspected to determine if the airport's operating license can be issued. Failure to comply with the licensing requirements could result in a mandatory closure of the airport.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Rans Black  
FAA/ADO

Michael Helmsing, P.E.  
Volkert & Associates, Inc.

SEPTEMBER 9, 2010



## ANNUAL INSPECTION REPORT



BUTLER-CHOCTAW COUNTY AIRPORT

BUTLER, ALABAMA

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# **Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama**

September 9, 2010

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Butler-Choctaw County Municipal Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on September 9, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

# **Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama**

September 9, 2010

## **License Status:**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 9, 2010, it was determined that the airport **does not** meet the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards:**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 3).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results:**

- Runway 29: A Tree identified as Tree # 4 violates the 20:1 approach/departure path. Also, although not penetrating the 20:1 approach/departure path trees identified as Tree # 2 and Tree # 3, if allowed to continue growing, will eventually become a violation (See Photo # 1 and # 2 and Appendix 2).

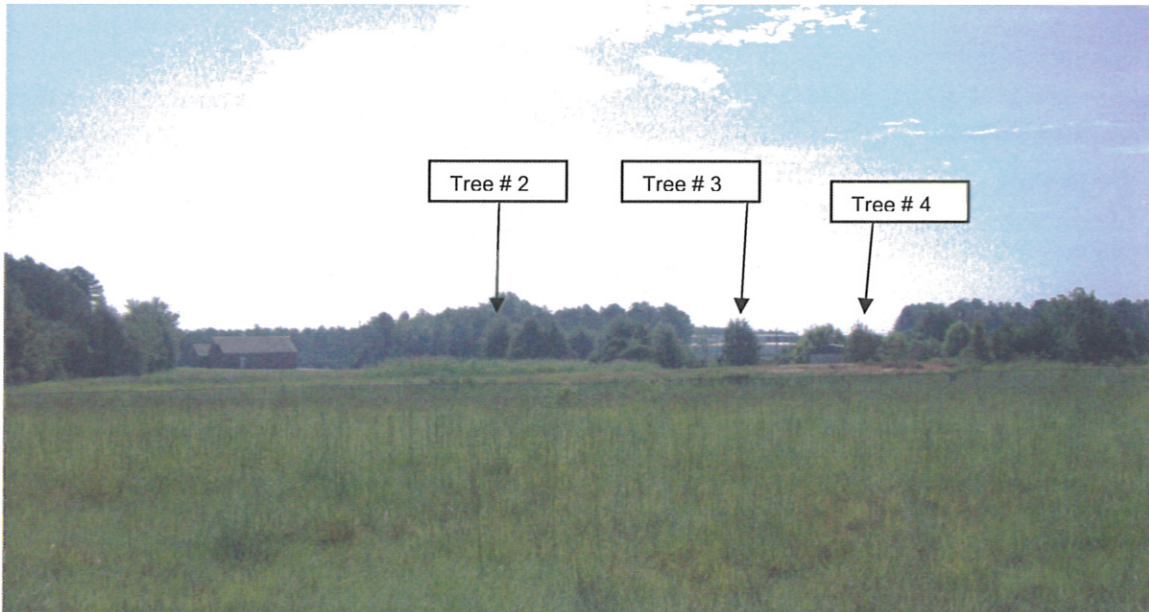


# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

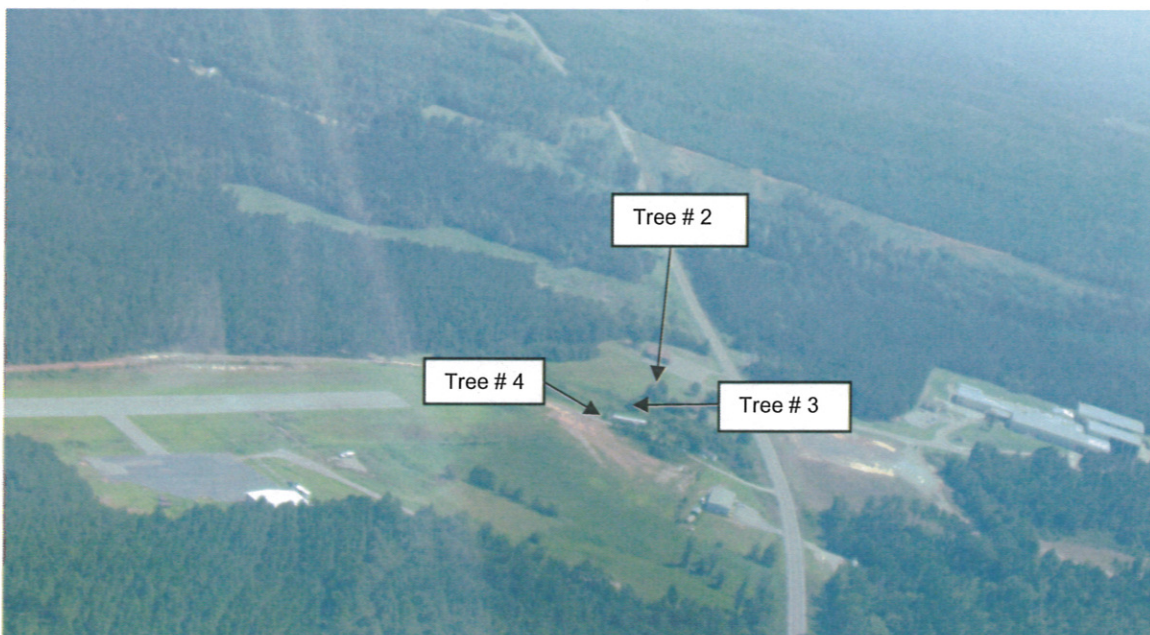
September 9, 2010

- Runway 11: From the displaced threshold, a tree identified as Tree # 11 violates the 20:1 approach/departure path (See Photo # 3).

**Photo # 1 – Runway 29 Approach**



**Photo # 2 – Runway 29 Approach**



# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

September 9, 2010

Photo # 3 – Runway 11 Approach



## **Required Action:**

- All obstructions must be removed and it is suggested that the potential obstructions be removed before they become a safety hazard.

## **2. Primary Surface** **Administrative Code 450-9-1-.12(2)**

### **State Licensing Standards:**

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.



# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

September 9, 2010

## **Inspection Results:**

- There are small pines and brush growing within the primary surface (See Photo # 4).

**Photo # 4 – Primary Surface**



## **Maintenance Required:**

- All natural obstructions must be removed and primary surface should be kept in a mowable condition.



**Annual Inspection Report  
Butler-Choctaw County Municipal Airport  
Butler, Alabama**

September 9, 2010

**3. Runway Safety Area  
Administrative Code 450-9-1-.12(3)**

**State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results:**

- The runway safety area meets state licensing requirements.

**4. Airport Markings  
Administrative Code 450-9-1-.12(4)**

**State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

**Inspection Results:**

- The runway markings are in poor condition (See Photo # 4).

# **Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama**

September 9, 2010

**Photo # 4 – Faded Runway Markings**



## **Maintenance Required:**

- Markings should be replaced in accordance with FAA AC 150/5340-1J.

## **5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)**

### **State Licensing Standards:**

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### **Inspection Results:**

- The wind direction indicator (wind cone) appeared operational

# **Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama**

September 9, 2010

## **6. Airport Lighting Administrative Code 450-9-1-.12(6)**

### **State Licensing Standards:**

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### **Inspection Results:**

- The airport lighting system is inoperative.

### **Maintenance Required:**

- A Notice to Airman (NOTAM) has been issued for day operations only and will stay in effect until the lighting system is repaired.

## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards:**

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### **Inspection Results:**

- The airport pavement surfaces are in fair condition. There was some evidence of joint cracks with vegetation on the runway and small block and alligator cracking on the apron (See Photo 5).



# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

September 9, 2010

**Photo # 5 – Apron**



## **Maintenance Required:**

- It is recommended that a pavement maintenance project be conducted to ensure the maximum useful life of the airport pavement. Removing vegetation from the pavement, crack cleaning and sealing and a surface treatment should be performed.

## **8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)**

### **State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### **Inspection Results**

- Fuel service is not available at this airport.

# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

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## 9. Prohibited Activities Administrative Code 450-9-1-.16

### State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### Inspection Results:

- No prohibited activities were observed during the inspection.

### Summary:

The table below summarizes items noted in this report.

## INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach Departure Path	Violation	Remove obstructions
Primary Surface	Maintenance	Maintain entire area in mowable condition
Airport Markings	Maintenance	Remark in accordance with FAA AC 150/5340-1J
Airport Lighting	Maintenance	Repair/replace lighting system
Runway, Taxiway and Apron Surface	Maintenance	Conduct pavement maintenance

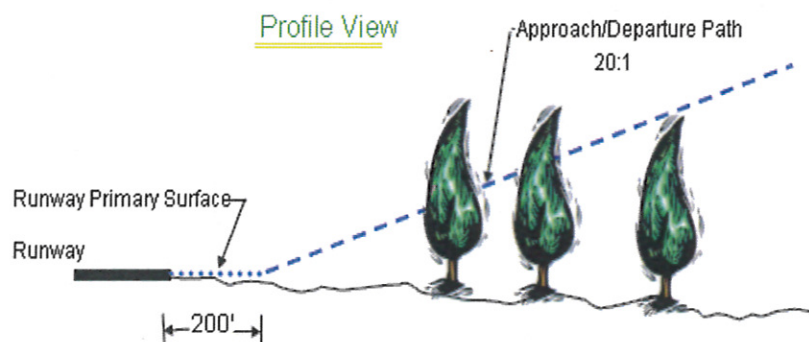
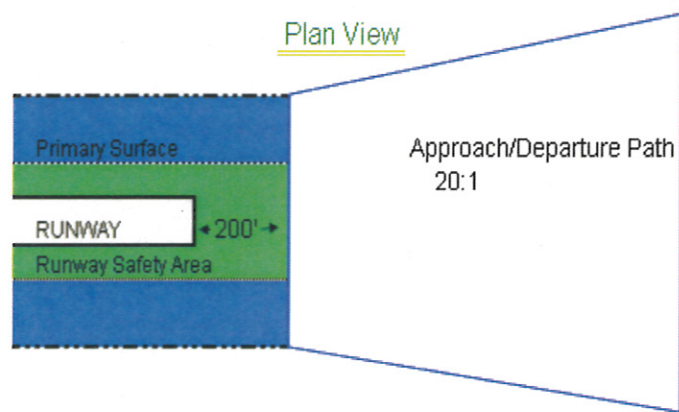
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

# Annual Inspection Report Butler-Choctaw County Municipal Airport Butler, Alabama

September 9, 2010

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



## APPENDIX 1

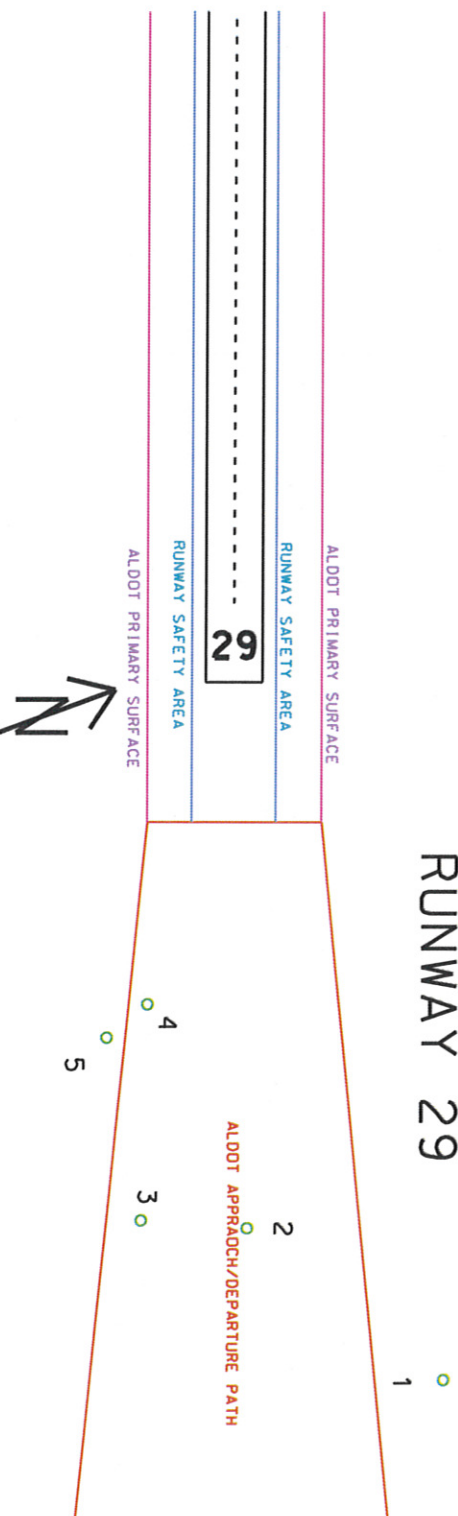


# BUTLER-CHOCTAW MUNICIPAL AIRPORT

## SEPTEMBER 9, 2010

### REQUIREMENTS FOR STATE AIRPORT LICENSE

#### RUNWAY 29

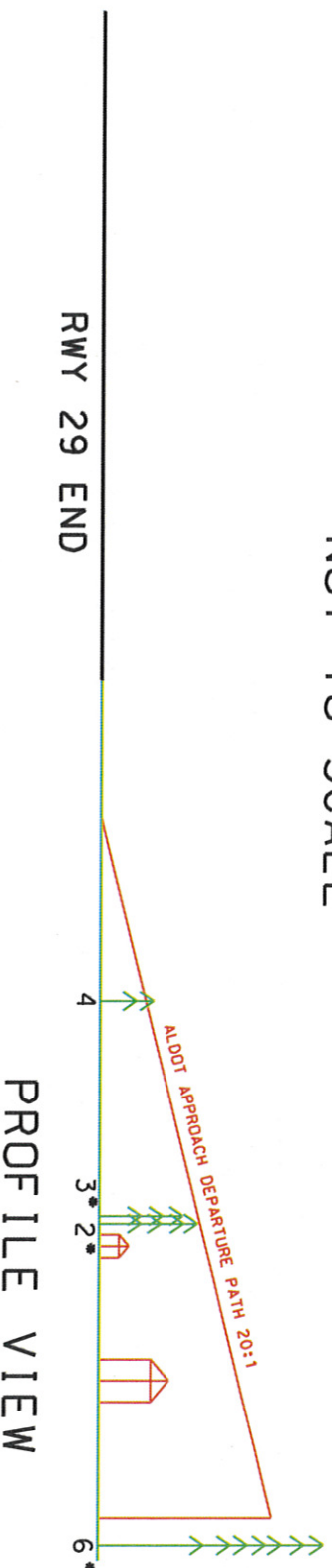


- \* 2. TREE - 28.5' ABOVE RUNWAY END  
780' FROM RUNWAY END  
21' RIGHT OF CENTERLINE  
20:1 OBSTRUCTION CLEARANCE SLOPE
- \* 3. TREE - 24' ABOVE RUNWAY END  
780' FROM RUNWAY END  
132' LEFT OF CENTERLINE  
23:1 OBSTRUCTION CLEARANCE SLOPE
- \* 4. TREE - 15.4' ABOVE RUNWAY END  
477' FROM RUNWAY END  
123' LEFT OF CENTERLINE  
18:1 OBSTRUCTION CLEARANCE SLOPE
- \* 5. TREE - 65' ABOVE RUNWAY END  
1239' FROM RUNWAY END  
22' RIGHT OF CENTERLINE  
15:1 OBSTRUCTION CLEARANCE SLOPE

\* NOT AN ALDOT OBSTRUCTION

NOT TO SCALE

NOTE: THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSES.



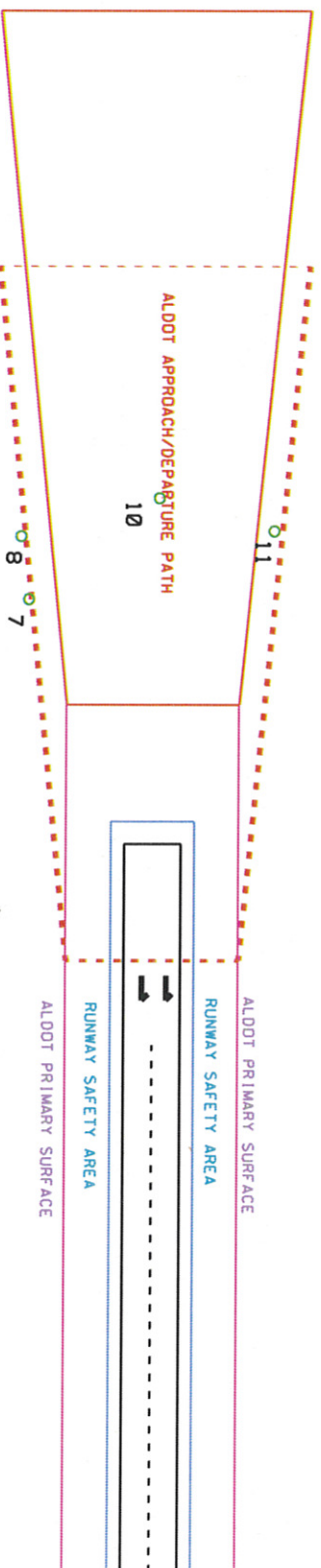
#### PROFILE VIEW

# BUTLER-CHOCTAW MUNICIPAL AIRPORT

## SEPTEMBER 9, 2010

### REQUIREMENTS FOR STATE AIRPORT LICENSE

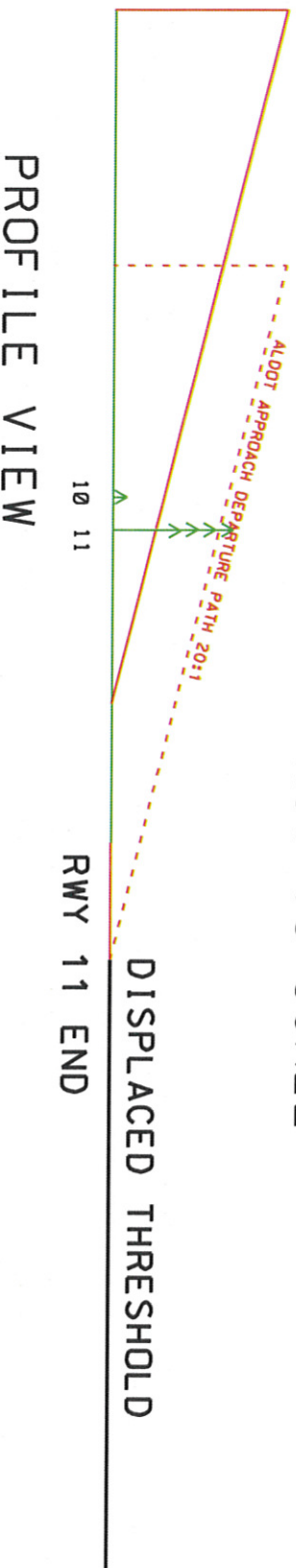
#### RUNWAY 11



- 11. TREE 34.8' ABOVE RUNWAY END  
650' FROM DISPLACED THRESHOLD  
174' LEFT OF CENTERLINE  
18:1 OBSTRUCTION CLEARANCE SLOPE

NOT TO SCALE

NOTE: THIS SKETCH IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSES.



# AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: \_\_\_\_\_ DAY: \_\_\_\_\_

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: \_\_\_\_\_ Night Inspector/Time: \_\_\_\_\_

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole - 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				



FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Construction	Barricades/lights				
	Equipment parking				
	Material stockpiles				
	Confusing signs/markings				
Aircraft Rescue and Fire Fighting	Equipment/crew availability				
	Communications/alarms				
	Response routes affected				
Public Protection	Fencing/gates/signs				
	Jet blast problems				
Wildlife Hazards	Wildlife present/location				
	Complying with WHMP				
	Dead birds				

Comments/Remarks: \_\_\_\_\_

[illegible]